Amendments to the Specification:

Please replace paragraph **[0053]** with the following amended paragraph:

[0053] The controller (or electrical circuit) and electrically powered pawl arrangement not only selectively control movement of the shift lever, but also provides a park lock and Brake Transmission Shifter Interlock ("BTSI") function without requiring additional devices/mechanisms and the additional costs associated with separate park lock and BTSI devices/mechanisms. The PARK position 31 of shift gate 10 is configured such that the pawl 15 prevents movement of the shift lever 4 out of PARK position 31 unless solenoid 12 is actuated to shift pawl 15 to the disengaged position. Controller 20 prevents actuation of pawl 15 when the shift lever 4 is in the PARK position unless brake pedal 29 is depressed and a key is in the ignition in the run position. As described in more detail below, the powered pawl permits the shifter 1 to be locked in the PARK position utilizing either an electrical or a mechanical lock mechanism. Controller 20 also locks ignition cylinder 30 to prevent removal of the ignition key unless the shifter is in the PARK position. The mechanical release or override mechanism 25 described in more detail below in connection with Fig. 9 permits manual release of the pawl in all gear positions even if the vehicle is without power. This unique arrangement eliminates a drawback in prior mechanically actuated pawls. Such mechanical pawls can often be "fooled" (i.e. circumvented) by holding down the pawl release button while removing the key from the ignition, thereby permitting movement of the shift lever out of PARK. An auxiliary power source such as a battery 26 may also be utilized to provide for actuation of solenoid 12 in the event the vehicle's main battery 26A is dead.

Please replace paragraph **[0056]** with the following amended paragraph:

[0056] With further reference to Figs. 4 and 5 a resilient damper pad 43 may be positioned within a cylindrical retainer 42 formed integrally with [[pin]] pawl 15A, such that pin 41 of solenoid 12 contacts damper 43 to reduce noise that would otherwise be caused by

the solenoid contacting the bottom surface 62 of the pawl [[pin]] 15A. Also, in the embodiment illustrated in Fig. 5, the end 44 of pawl 15A does not contact the surface 45 of the detent gate 46, such that noise is not generated by contact between the pawl 15A and detent gate 46. Similarly, in the arrangement illustrated in Fig. 3, the pawl 15A may be configured such that the pawl 15A does not contact the bottom surfaces of the NEUTRAL gate 35 or DRIVE gate 36 to thereby eliminate noise that would otherwise be caused by, for example, shifting from the REVERSE position 32 to the NEUTRAL position 35 and/or DRIVE position 36.

Please replace paragraph **[0057]** with the following amended paragraph:

[0057] Also, the arrangement of Fig. 5 reacts loads applied to gate 10 via lever 4 into base 2, rather than into the solenoid 12. If a load tending to move gate 10 is applied, pawl 15A will contact sidewalls 47A of the opening 46A through which pawl 15A extends. The outer diameter of pin 41 is less than the inner diameter of retainer 42, thereby forming a gap 41A that permits some movement of [[pin]] pawl 15A and retainer 42 relative to pin 41. Resilient pad 43 may extend into gap 41A to position pawl 15A relative to pin 41 and yet permit some relevant movement without transferring significant force from pawl 15A to solenoid 12. Thus, solenoid 12 does not need to react the entire load applied to gate 10 via lever 4. It will be readily apparent that various resilient coupling arrangements could be utilized for this purpose. In addition to the shift gate 10, the shifter 1 may also include a detent for retaining the shift lever 4 in a desired gear position and to provide tactile feedback to the operator. For example, as illustrated in Fig. 1, a detent member 49 may be mounted on a spring member 50 or the like, such that the detent 49 is biased into engagement with notches/detents 48 formed on the shift handle 4. Alternately, a conventional "rooster comb" detent arrangement may also be utilized. An example of such a detent is illustrated in U.S. Patent No. 5,775,166, the entire contents of which are incorporated by reference. Thus the detent positions shift lever 4 to retain the lever in gear positions such as NEUTRAL and DRIVE (Fig. 3) that do not require actuation of the pawl, and also provides "feel" (tactile

feedback) to the operator, and the pawl 15 locks the lever 4 in the selected position. As discussed below in connection with Figs. 19 and 20, the shift gate and pawl may be configured to provide a detent, such that a rooster comb is not required.

Please replace paragraph **[0082]** with the following amended paragraph:

[0082] [[In]] Referring back to Fig. 2, in another aspect of the present invention, controller 20 could be coupled to a radio transmitter/receiver 81. The transmitter/receiver 81 would transmit and/or receive signals 83 from a key fob 82 or the like carried by the user of the vehicle to provide for keyless vehicle security. The controller 20 may be programmed to prevent actuation of the pawl when the shift lever is in the PARK or other position unless the controller 20 received a signal indicating that the correct key fob 82 for the vehicle were present. The key fob 82 is a transponder that generates a unique signal/code, and the controller 20 would prevent actuation of the solenoid 12 unless the correct code for the particular vehicle were recognized. In this way, the electric pawl of the present application provides an additional level of security.